

# Hongkong Daily Press.

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HONGKONG, MONDAY, AUGUST 6TH, 1900.

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New Advertisements will be found on page 4.

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## RAINIER BEER.

IT BENEFITS THE STOMACH,  
KIDNEYS AND LIVER.

SOLE IMPORTERS—

**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED 1841.

[a1632]

## CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
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Apply to G. C. ANDERSON,  
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## NAPIER JOHNSTONE'S

### SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for H—  
LANE, CRAWFORD & CO.  
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## JOHN WALKER & SONS' KILMARNOCK WHISKY.

This World-renowned,  
FINE OLD HIGHLAND WHISKIES are shipped  
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are obtainable in Hongkong at  
G. C. ANDERSON,  
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Hongkong, 26th July, 1897.

## CUTLER, PALMER & CO.'S

PRICE \$10.75 PER DOZEN

NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

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## HONGKONG HIGH-LEVEL TEAM- WAYS COMPANY, LIMITED.

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7.30 a.m. to 8.30 a.m. Every quarter of an hour  
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SPECIAL CARS by arrangement at the Com-  
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JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st May 1899.

### HOTELS.

#### VICTORIA HOTEL. SHAM-EN-CANTON.

THIS FIRST CLASS HOTEL having  
been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.

The Bed Rooms are airy and comfortably  
furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.

Excellent CUISINE and best Wines.  
The Hotel's Boat boards all Steamers on  
their arrival and departure.

Telegraph address "Victoria, Canton."  
A. B. C. and A. Codes used.  
MADAR & FARMER, T. F. DA CRUZ,  
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Hongkong, 16th November 1899.

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BOULEVARD CHARNER AND RUE  
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THE Undersigned respectfully beg to in-  
form the Public that they will take over  
the above ESTABLISHMENT from the 1st  
August next.

They recommend their excellent Anglo-  
French cuisine. Drinks of the best quality only  
are served. Hongkong and Singapore papers  
Three minutes walk from the Star of  
Richardson & Co.

Hongkong, 11th June 1900.

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### WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND  
REFRESHING BEVERAGE.

RASPBERRY. BANANA.  
BLACKBERRY. STRAWBERRY.  
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## WATKINS, LIMITED,

CHEMISTS AND AERATED WATER MANUFACTURERS.

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## BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
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and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
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CHERRY WHISKY  
CHERRY BRANDY  
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Only the Best Brands kept in  
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CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS,

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HONGKONG HOTEL.

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
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AND  
WHITE CANVAS BOOTS and SHOES, &c., &c.

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### FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN ... .. \$0.80

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

### SUPERB OLD COGNAC, C.P. & Co.'S INVALIDS' PORT,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

### THE ELITE OF WHISKY:—

THE "PALL MALL,

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottles bears an Analyst's certificate.

C. P. & Co.'S OWN SPECIAL

BLEND WHISKY.

\$10.75 PER DOZ.

Very soft, palatable, and mature.

VERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

\$20 PER DOZ.

This fine Wine is old, soft, and of grand flavour  
See analysis and certificate by Professor Cassell.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

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SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS  
OF ALL THE FAMOUS MAKERS.

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EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

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SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR."  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-  
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"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
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## THE STAR MILWAUKEE BEER.

PER CASK OF 10 DOZ. PINTS ... .. \$25.00

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SANDOW'S OWN COMBINED  
DEVELOPERS. [30]

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ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

## THE VICTORIA DISPENSARY,

HONGKONG.

### AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

## VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOLE" CYCLES,  
and we also supply fitting of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.

MCKIRDY & CO.,

43 & 45A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899.

## GREEN ISLAND CEMENT COMPANY

### PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 2nd July, 1900.

CLERK & INTERPRETER WANTED.  
able to Write and Translate Chinese and  
English. Apply by letter, stating experience  
and terms, to care of KELLY & WALSH,  
LIMITED.  
Hongkong, 4th August, 1900.

A YOUNG ENGLISH LADY desires a  
situation as daily GOVERNESS to one  
or more children. Music if desired.  
For further particulars, apply to—  
A. R. D.  
Care of Daily Press Office.  
Hongkong, 4th August, 1900.

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CHAS. HEIDSIECK'S

CHAMPAGNE, 1893 WHITE SEAL

\$38.00 per case of 1 dozen quarts

\$40.00 per case of 2 dozen pints.

E. D. KRESSMANN & CO.'S

RED AND WHITE

BORDEAUX WINES.

C. G. HIBBERT & CO.'S  
BOTTLED ALE & STOUT.  
SIEMSEN & CO.

Hongkong, 5th May, 1899.

Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7.

## INSURANCE.

### THE

### STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the

BRITISH LIFE OFFICES.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions: One

Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 9th November, 1900. [1—a1873]

## HOTELS.

### HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

### THE

## PEAK HOTEL.

City Office: 7, Duddell Street.

### HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

### THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

### FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly

Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive

of BOARD and ATTENDANCE.

### THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

rooms elegantly furnished.

The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-  
agement.

Terms Moderate.

A. FONSECA,  
Manager.

Hongkong, 1st December, 1899.

### "BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the

Colony. Moderate terms by the day or

month. European Management.



## INTIMATIONS.

BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
ITALIAN MARBLE.  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office: 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,  
LIMITED.WINE MERCHANTS.  
Established A.D. 1841.

## CLARETS.

	Per Case	Per Case
	12 Bts.	6 Bts.
ST. ESTEPHE, Red Capsule .....	8 6/9	8 7/5
ST. JULIEN, Red Capsule .....	9 00	9 60
LA ROSE, Red Capsule .....	12 96	13 92
CHATEAU HAUT BRION LAR-		
RIVET .....	18 60	19 20
CHATEAU MOUTON D'ARMAIL-		
HACQ .....	21 00	22 20
CHATEAU PONTET CARNET .....	25 00	—
CHATEAU LA TOUR CARNET .....	30 00	—
CHATEAU RAUZAN .....	42 00	—
CHATEAU LAFITE .....	48 00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN, and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to The Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press—A.B.C. Code.

P.O. Box 33. Telephone No. 12.

The Daily Press.

HONGKONG, August 6th, 1900

The much vexed question of the storage of sea-water at such levels as to enable it to be used in the watering of our streets, for the present at least, may be considered as disposed of. The utilising of salt water for some municipal purposes, under certain conditions, has its advantages, and has not escaped the notice of our local water authority. Our former D.P.W., Mr. COOPER, had seriously taken the matter into consideration, when evolving his great water works scheme, and had arrived at the clear conclusion that its cost greatly exceeded that of fresh water obtainable by gravitation. Mr. COOPER, in a very recent report on this particular subject, showed that 153 million gallons of fresh water could be made available for use in the city, at a cost of \$291,000; while the storage of 50 millions of sea-water, for a similar purpose, would cost roughly a third more. Mr. COOPER, as evidenced by his recent promotion, is a capable man in his own sphere of work, and we have no reason to doubt the accuracy of his calculations. The figures are instructive, and should be convincing to those lay people who seem wedded to the sea-water idea. As long as we can get supplies of fresh water more economically than harbour water, as long as the enlarging of existing reservoirs, or the building of subsidising dams costs less than the installation of the needful apparatus for a salt-water system, so long must the latter be shelved. The storage capacity of the various collecting basins, in recent years, has been very considerably added to. The two great catchwaters, leading into the

Taitam and Wongchiching reservoirs respectively, have largely augmented the amount of water collected there—not so much during the rainy season, when water often flows to waste, as during the dry months of the year. Many streams that at one time used to run down the hillsides and find their way into the harbour have been directed by pipes, and connected with different aqueducts. Moreover, as Mr. COOPER tells us, the water-works scheme of our former D.P.W. is not yet completed, so that the limit of fresh water collection has not yet been reached. Of the three additional reservoirs included in Mr. COOPER's plans, one is to be begun this year, and the other two in 1902-3. This is satisfactory. When these three auxiliary basins have been finished, the scheme may be even further developed, as occasion arises. By that time, too, let us fervently hope that the serious waste of water continually going on in Chinese houses will have been checked. Natives certainly need education in this important respect. If they cannot otherwise be induced to turn off taps after use, they must be taught to do so by the infliction of fines before a Magistrate. Unfiltered water from the hillsides, instead of potable water from the mains, has been put at the disposal of the Sanitary Board, in both Bonham and Caine Roads, for laying the dust in our thoroughfares. We are of opinion that more might be done in this direction. It is assuredly not much to expect that the Sanitary Board should use water-carts discharging sea-water got at the Praya-side for the watering of Queen's Road and the neighbouring streets and alleys.

To-day, being the August Bank Holiday, will be observed as a holiday by the Government Departments.

On Monday of last week a marine connected with H. M. S. *Isis* disappeared, and on Friday his body was found floating near the ship. It is supposed that he jumped overboard.

A notification is published in the *Gazette* containing a Notice forwarded by H. B. M. Charge d'affaires at Bangkok, announcing that the island of Koh Phai is the Quarantine and Inspection Station for vessels arriving at Bangkok from Hongkong, Hainan, and Manila, or any Chinese port, and stating the rules which must be observed by all such vessels.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Oliver's Freehold Mines, Limited, that they have received the following telegram from the Mines:—"A crushing of 288 tons has yielded 179 ozs. retorted gold. We are still crushing. Shaft has reached a depth of 70 ft." The General Managers inform us that the shaft referred to is the new shaft below the 300 ft. level, which has therefore reached a depth of 370 feet.

Mr. Erich Georg says in his Weekly Share List, dated Hongkong, 4th August:—"Business during the week under review has been very quiet. News from the North is very conflicting, but if the Western Powers continue to act together, the restoration of order is but a matter of time, and the ultimate result cannot be otherwise than a beneficial one for the whole of China and the Western Powers, if the former is ruled by a firm and enlightened government."

In consequence of the death of the Duke of Saxe-Coburg-Gotha, the war-ships in the harbour fired off minute guns on Saturday. At the commencement of the morning service in St. John's Cathedral yesterday, after the choir had entered, the Dead March in *Saul* was most impressively played by the organist, Mr. A. G. Ward, as a tribute of respect to the memories of the late King of Italy and the Duke of Saxe-Coburg and Edinburgh. Chev. Volpicelli, the Consul for Italy, was present, with Madame Volpicelli. After evensong, Mr. Ward played Chopin's magnificent *Marche Funèbre* and *Bethoven's In Memoriam*, the former piece being brilliantly executed, the powerful instrument allowing the organist full scope for the performance of this solemn music.

The members of the Hongkong Volunteer Corps had a field day on Saturday. The Field Battery, "A," "B," and "C" Machine Gun companies paraded at Headquarters at 4 p.m., while the "D" Infantry Company, under Captain Forbes, mustered in front of the Polo Ground subsequently occupying the heights lining the nullah behind the Polo Ground. The men from the Headquarters, on the arrival at the Polo Ground, were divided into two lots, the Field Battery to the right and the Machine Gun Companies to the left, the object being to take the position occupied by the Infantry. They had some exceedingly difficult ground to cover, and as the sun was very hot their task was by no means light. They, however, reached the height all right. Before dismissing the men at Headquarters the Commandant (Lieut.-Col. Sir John Carrington, C.M.G.) addressed a few words to them. He said that the country had proved much more difficult than was anticipated, and was such as would have tried even experienced soldiers. Consequently the attack was not so concentrated as it might have been. However, on the whole, he thought they had done very well, and he was certainly very pleased with the excellent spirit shown by the men. Before long, some other operations of a similar character would be arranged for on the Kowloon side, where the ground would be more favourable for the purpose.

Mr. D. Wood has been appointed Acting Assessor, and Mr. G. J. W. King Assistant Acting Assessor, during the absence on leave of Mr. A. Chapman.

During the 24 hours ending at noon on Saturday there were reported four fresh cases of plague and four deaths.

The appointment of Dr. J. Bell as Acting Principal Medical Officer during the absence on sick leave of Dr. T. A. Lawson is notified in the *Gazette*.

The Rev. T. W. Pearce has been appointed Senior Missionary in Hongkong of the London Missionary Society, in succession to the late Rev. J. Chalmers, LL.D.

Mr. T. Mossop has been appointed Lieutenant in the Hongkong Volunteer Corps Field Battery vice Mr. W. Macchell, resigned. Lieut. M. W. Shado, of the same corps, has been appointed supernumerary Captain.

Inspector McLennan visited a barber's shop at 16, Hing Lung Street, on Friday, and found a number of men playing *Ngai Poi*. He arrested eleven of them and on Saturday two were fined \$15 each, or a month, and the rest \$9 each, or 14 days.

We are informed by Messrs. John D. Humphreys and Son, General Managers of Queen Mines, Limited, that they have received the following telegram from the Mines:—"A crushing of 40 tons of quartz yielded 14 ozs. retorted gold. The Manager reports ore in stope improving."

The following Post Office notice is published in the *Gazette*:—"Owing to the absence of any communication between Shanghai and the Imperial Chinese Post Offices at Peking and Tientsin, the Imperial Chinese Post Office at Shanghai has declined to accept any registered articles or parcels for these places. Any such received at the General Post Office, Hongkong, will be forwarded to the British Post Office, Shanghai, where they will be kept until claimed by their respective addressees."

The *Navy League* in its February issue gives the following facts about the *Guichen*, which left the harbour on Saturday for the north. The new French commerce-destroyer, *Guichen* is a vessel of 3,277 tons; 24,000 I. H. P.; trial speed 23.5 knots; armament 20 6.4 in., six 3.5 in., ten 3 pdrs., five 1 pdrs., all quick firers; two torpedo tubes; 6 in. conning towers, 2 in. shields and 1.5 in. casemates. She is faster on the measured mile than any cruiser in H. M. Navy. Compared with hers, our *Powell*'s figures are:—14,200 tons; speed 22 knots; armament, two 9.2 in., protected by big 6 in. shields; twelve 6 in., behind 6 in. steel casemates; sixteen 12 pdrs. and twenty-one small guns.

## SUPREME COURT.

August 4th.

## SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING PRINCIPAL JUDGE), AND JURY.

WONG POK SHAN v. KWONG SAU MAN AND ANOTHER.

In this case (adjudged on Thursday) the plaintiff sought to recover from the defendants the sum of \$1,000, damages for malicious prosecution and false imprisonment.

Mr. Slade (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. Looker for the defendants. The jurors were Messrs. A. A. H. Botelho, J. J. L. Monteiro, and W. Nagel.

Mr. Looker said the jury had suggested that as this was a long case perhaps some pay could be made to them. He had no objection whatever, and he understood that his friend had no objection.

Mr. Slade—I think it is only reasonable that they should have some pay.

The Acting Principal Judge—Where is your authority?

Mr. Looker—I take it that both of us can bind our clients. The only question is as to the amount. The pay for special jurors was \$100 a day, and this being a common jury, I suggest \$5 a day. I will bind my clients and my friend will bind his.

The Acting Principal Judge was doubtful as to whether he could make the order, but promised to look the matter up, and if he had power to allow \$5 a day each he would do so.

The evidence being concluded, counsel delivered their final addresses to the jury.

Mr. Looker, for the defendants, said that in this case there were two things for the jury to decide. First of all there was the question of the plaintiff's engagement and secondly the question of this prosecution. The defendants had retained some of the plaintiff's belongings. Plaintiff asked that they should be delivered up to him. The defendants said they had a lien on them, whether or not they could support that lien depended in the first place on the terms of the plaintiff's engagement. The defendants said that the plaintiff was engaged on the expressed term that he should be liable to the defendants for goods supplied on credit to people who were unknown to the defendants. Mr. Looker pointed out the reasonableness of this provision, and argued that the defendants were entitled, in view of this provision, to keep his property as security for the balance of the price of goods so supplied. Turning to the question of malicious prosecution, the plaintiff was bound to prove certain things. In such cases from time immemorial there were certain questions which the jury were always called upon to determine, and on their answers to these questions depended the plaintiff's right to recover. One question was, Did the prosecutor take reasonable care to inform himself of the facts of this case. He submitted that there was no question on this point. The second question was, Did the prosecutor honestly believe in the case which he laid before the court? He submitted that there was not the slightest doubt that when the prosecutors went up to the Police Court they honestly believed that the plaintiff had been cheating. The third question was, Was the prosecution actuated by malice, and he submitted that in going to the Police Court the defendants were not actuated by malice.

Mr. Slade having addressed the court.

The Acting Principal Judge summed up.

The jury retired about two o'clock and after a few minutes' absence returned a verdict in favour of the plaintiff, with damages assessed at \$100 and costs.

His Lordship allowed the jury \$5 each.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

London, 4th August, 8 p.m.

## RUSSIAN SUCCESS IN MANCHURIA.

Russian official despatches from Blagovestchensk report that the Russian troops have defeated the Chinese with great loss and captured Sakhalin.

## THE WAR IN SOUTH AFRICA.

London, 3rd August, 8.20 p.m.

## FIGHTING AT LIEBENBERG.

General Smith-Dorrien from Frederikstad reports that at Liebenberg he demanded the surrender of the place, but before a reply had been returned the Boers made an attack on our troops. General Smith-Dorrien, however, repulsed them.

## GEN. BADEN-POWELL ATTACKED AT RUSTENBURG.

General Ian Hamilton has gone to Rustenburg, where the enemy are attacking General Baden-Powell.

## LORD KITCHENER BUSY.

It is stated that Lord Kitchener is directing the operations against Commandant De Wet.

London, 4th August, 8 p.m.

## GENERAL HUNTER'S PRISONERS.

General Hunter reports that 3,348 Boers, with 3,046 horses and three guns, surrendered to him.

## BOERS ACTIVE SOUTH OF KROONSTAD.

A Boer force has attacked and derailed a train south of Kroonstad. The British casualties were four killed and three wounded. U. S. CONSUL INTERCEDES FOR PRISONERS.

Lord Lemoix and 40 men were made prisoners. The latter were liberated at the request of the American Consul, who accompanied the force.

## REUTER'S SERVICE.

LONDON, 2nd August.

## FUNERAL OF THE LATE DUKE OF SAXE-COBURG.

The Prince of Wales, representing the Queen, will go to Coburg for the Duke of Saxe-Coburg's funeral on Friday.

## RUSSIA AND CHINA.

The Russian Consul at Kashgar telegraphs that the situation is very alarming owing to false reports of Russian military movements. The Mahomedans are excited against the Chinese.

Russian despatches from Siberia show that Chinese troops are harassing the Russians wherever possible. The Chinese are advancing on Charkin from all directions.

## AUSTRALIAN FEDERATION.

A West Australian referendum shows a majority of 26,113 in favour of federation.

## THE SOUTH AFRICAN WAR.

The continuance of the war is causing untold misery among the poorer Boers. President Kruger's influence is lessening, but he continues to disseminate fantastic bulletins to encourage these fighting.

The Boers have evacuated Machadodorp and have completed the telegraph between Lydenburg and Nelspruit which seems to point to their intention of prolonging their resistance at Lydenburg.

Lord Roberts reports that 1,200 more Boers have surrendered to General Hunter and Commandant Potgieter and Jonker have surrendered to General Hamilton, who expects 4,000 prisoners. Commandant Olivier with 5 guns and a number of burghers has escaped to Harrensmith. A supply train, escorted by the Shropshires, has been derailed at Potchefstroom branch, 13 men killed and 29 injured. An enquiry has been ordered.

LONDON, 2nd August.

## RESULT OF THE GOODWOOD CUP.

1. Marzagan.
2. Strong bow.
3. Jolly Tar.

## ATTEMPTED ASSASSINATION OF THE SHAH IN PARIS.

A workman jumped on the step of the Shah's carriage in Paris and pointed a revolver, which was dashed aside by the Vizier. The man was arrested.

## THE CAPTURE OF FOURIESBURG.

General Buller's capture of Fouriesburg was a brilliant episode. The force marched 40 miles in 28 hours and rushed the narrow gorges with fixed bayonets at the double. The scouts galloping ahead seized the town, and springing 200 prisoners held it until the troops arrived.

LONDON, 3rd August.

## THE CRISIS IN CHINA.

A third native Indian Brigade has been ordered to China.

Mr. Brodrick said in the House that the policy of the Government was to co-operate with the Powers for the speedy relief of the Legations, to vindicate the security of envoys, to exact an indemnity, but to oppose the partition of China. The Government of China must be Chinese for the Chinese. He hoped the crisis would be a lesson for the caution and patience necessary for developing China. Great Britain would never be a party to "Indianizing China," would defend Shanghai at any cost, and use British forces for co-operating with the Viceroy in the Yangtze valley for maintaining order.

## THE ACQUITTAL OF SIPIDO.

Mr. Balfour said that Great Britain had strongly protested against the release and acquittal of Sipido. Belgium had not yet replied.

## ASHANTI.

Major Beddoes has totally routed the Ashantis at Dompocasi. Major Beddoes, three lieutenants and 25 men were wounded.

## THE CRISIS IN CHINA.

## LOCAL NEWS.

The transport *Hsueh* returned to Hongkong from Taku and Weihaiwei yesterday. The transport *Nankin* was expected from Bombay, which she left on the 21st ult., with No. 3 Coolie Corps and the 54th Field Hospital. The *Jelunga* is due to arrive to-day, with the details which we have already published, and in addition some wireless telegraphy apparatus for use up North.

H. M. cruiser *Mohawk* came back from Hongkong yesterday and is expected to leave Hongkong again immediately.

The return of Capt. H. O. S. Cadogan, Royal Welsh Fusiliers, who arrived by the P. and O. steamer *Chinua*, was necessitated by the invading home of Major F. Morris.

## THE DEFENCE OF SHANGHAI.

The N.C. *Daily News* of the 31st ult. says:—

The Consular Body having unanimously decided to invite the Senior Naval Officers in port to undertake the direction of the defence of the Settlements, they appointed the Consuls-General for France and the United States to wait upon Vice-Admiral Sir E. H. Seymour, R.N., K.C.B., the Senior Naval Officer in port, and invite him to take the matter in hand. This Admiral Seymour has consented to do, and will as soon as possible call a meeting of the Senior Naval Officers of the various Powers represented in the harbour, as well as the Russian military representative, to discuss the necessary arrangements. In this the precedent is being followed that was set at the time of the late Franco-Chinese war, when Captain (now Admiral) Acciaioni of the Italian navy, being the Senior Naval Officer, had charge of the defences of the whole of Shanghai. Good as our volunteers are, and great as is the confidence that we have in them, it is obviously desirable that they should be under professional direction when it can be obtained, and it is to men-of-war that every port in China turns at once when danger threatens.

It should be noted that the alarming reports, emanating from Shanghai, with regard to the state of the Yangtze, have been officially contradicted in Shanghai.

The N.C. *Daily News* publishes a letter from Senior Consul Vallee stating that the Consular Body has received a communication from the Viceroy Chang Chih-tung stating a telegram in that paper's issue of the 25th inst., headed "Bad News from the Yangtze," is without foundation, and that the Viceroy desires this contradiction to be published.

## PEKING NEWS.

The *Ontario* Lloyd issued on the 30th ult. the following Extra. The Europeans in the Peitsang Cathedral must be Bishop Favier and the members of the Roman Catholic mission at Peking:—

Chefoo, 27th July.

The Governor of Shantung, Yuan Shikai, informed the German Consul on the 26th of July that he had forwarded his telegram of the 22nd of July to the German Legation in Peking. Yuan Shikai also informs the Consular body at Chefoo that according to an Imperial edict of the 24th of July all the Ministers with the exception of the German were safe and provided with provisions.

He further says that he has forwarded by a flying courier to the Legations at Peking a telegram from the Admirals at Taku in which they ask for direct communication.

According to Chinese reports from Kolan (city in the district of Taiyuan, province of Shansi) the troops of Tung Fu-hsiang attacked the British Legation on the 8th of July, but were repulsed with a loss of 1,000 men.

Prince Ching was at the time fighting Tung Fu-hsiang, the General of the Kanai troops, and the Europeans were besieged by the rioters in the Peitsang Cathedral near to the palace.

Peking was much devastated, and was surrounded by a large army of Boers and soldiers. Our German contemporary issued another Extra on the same day, adding that Mr. Cordes was doing well; that it was believed the Chinese Government had recovered the body of Baron von Ketteler; and that the Russians took the Newchwang forts on the 26th instant.

## NEUOHWANG.

A FIGHT AT TAI-SHIH-CHIAO.

The *Shanghai Mercury*'s correspondent writing from Neuohwang on the 27th ult. says:—At Tai-shih-chiao, on the Eastern Chinese Railway, 15 miles from here, an engagement took place a few days ago between 3,000 Russian troops and 4,000 to 5,000 Boers and Chinese troops, in which the latter were defeated with considerable loss.

TOWNS ON THE RAILWAY BOMBARDED.

The Russians have also occupied Kaichow and bombarded Hsiangyang; both towns are on the line towards Port Arthur. This has been found expedient, as passing trains were frequently fired upon.

## FIGHT NEAR NEUOHWANG.

Yesterday, 26th, a party of 200 Russian regulars with several scores of mounted Cossacks and assisted by several field and machine guns, opened a fusillade on a stockade situated about two miles to the south of the Custom-house. Previous to this the Russian commander had sent a Chinese into the stockade bearing a white flag. After waiting 40 minutes for a reply and none forthcoming, the field guns opened fired with shrapnel, which burst beautifully inside the stockade. The occupants, and some 70 Chinese soldiers, responded with such weapons as they possessed, but in a very short time they were seen streaming out in the direction of the city walls, where another stand was made and a machine gun added to their strength.

## FIGHTING OUTSIDE THE CITY.

Fighting continued incessantly for three hours and then the Chinese retired into the city and the Russians withdrew. Dr. Daly, who was with the Russian colonel commanding the force from the commencement, gives the casualties at two Russian wounded and five Chinese killed and six wounded. Dr. Daly, who assisted the Russian doctors in succouring the wounded, was under a hot fire for some time, and at one period had to lie down while the bullets were whizzing around in close proximity.

## LOOTING PREVALENT.

As the Chinese had retired into the city and were joined by loafers and unemployed it was through that looting would be resorted to. To prevent this Commandant Bowra called out the entire volunteer force, who remained on duty during the rest of the day and throughout the night, and materially assisted in preventing an outbreak.

## POPULACE FLEEING.

When the firing commenced several hundred cargo boats put out to sea, many of them carrying refugees. The population is reduced to about one-fifth, shops are closed and business is at a standstill. The various steam bannocks mills have ceased work and thousands of coolies are thrown out of employment.

## STEAMERS LOADING.

There are six steamers in harbour, five of which leave to-day, carrying for the most part re-exports. The Russians are preventing the exportation of live stock, especially oxen and sheep, which, if it had been done before the last shipment to Taku, would have prevented the price of beef rising to 20 and 25 cents per catty.

## HONGKONG LEGISLATIVE COUNCIL.

The next meeting of the Legislative Council will be held on Wednesday, 8th August, at 3 p.m., not to-day, as previously announced.

## BUSINESS.

1. Financial Minutes (Nos. 40, 41, and 42).
2. Report of the Finance Committee (No. 14).
3. Report of the Public Works Committee (No. 3).

## ORDERS OF THE DAY.

1. First reading of a Bill entitled An Ordinance for the Naturalization of Wei Lun Shik, alias Wei Chu, alias Wei Shin Wing, alias Wei Yau Yung.
2. Second reading of the Bill entitled An Ordinance to further amend The Kowloon G-downs Tramways Ordinance, 1897.

## B. F. JOHNSTON.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

## KOWLOON BOWLING CLUB.

The popular game of bowls was instituted in real earnest, for the first time in the history of the Colony, at Kowloon on Saturday afternoon. A small committee of the European residents over there landed together, and having obtained sufficient support from outside, rented a piece of vacant ground situated between Des Voeux Road and Kimberley Road, at the Hunghom end of Knutsford Terrace. This ground in the course of a couple of weeks has been converted into a tolerably good bowling green, and its surroundings being of a particularly pleasant description, the green bids fair to be a popular resort of the members and their friends. A substantial club-house has also been fitted up, while through the generosity of a few of the members a number of sets of bowls have been given to the club. On Saturday afternoon the green was gallantly decorated with flags and banneries, and the lawn was opened with a nice little tea-party. A good many ladies were present, and after a short speech by Mr. Ramsay, of Butterfield and Swire's, who has taken a leading part in inaugurating the Club, Miss Paterson had the honour of delivering the first bowl. After this quite a number of doubles and full sets were played, and with a liberal supply of everything that is good, a splendid afternoon was spent.

## LATEST STEAMER MOVEMENT.

The P. & O. steamer *Shanghai* left Singapore for this port on the 3rd inst., at 5 p.m.

The griliest story told about the return from the Derby is that of the year 1844—and, to put the matter in a Hibernian way, has to do with the Oaks. In that year Mr. Crockett's filly won the Oaks. The crowd returning from Epsom in the evening, most of them winners of the favourite, recognised the owner sitting at his well-known window with one or two sporting friends beside him. They stopped and greeted the popular turfite with thunders of applause. He was seen to wave his hands in reply. All the time the figure at the window was a dead man. The fact was that Mr. Crockett had died of apoplexy just before the great race had started. The friends who were with him, and who had bet enormous sums on the favourite, determined to conceal his death, and make it appear that it occurred after the race had been run, so that the filly might not be disqualified and the bet be off. They therefore propped the dead man up in his chair and even waved his hands to the crowd.



## CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 4th August.

**THE ACTING VICEROY'S OFFICIAL CALLS.**  
On the 31st July H. E. the Acting Viceroy Tak Sow, together with several officials, called for the first time as Acting Viceroy upon the Consuls for France, the United States, Great Britain, Germany and Portugal in Shamen, and the next day he paid a visit also to the commander of one of the gunboats. The principal topics of conversation were the events of the present crisis. He reiterated the assurance of protection for foreign residents of Shamen and missionaries, and declared the safety of foreign Ministers at Peking.

## THE STATE OF CANTON.

I happened to meet a respectable Chinese official of good standing, whose knowledge and experience of Chinese and foreign affairs has been held in high estimation, and whose information about the affairs of Canton is always reliable. Being an old acquaintance of mine, I have not the least doubt of his word. In giving me his views about the position of Canton he says that, so far as he knows, there is not the least likelihood of an attack upon the Shamen; for there are several gunboats here which command the respect of the Chinese, and the soldiers are kept under strict control; there is no fear either of the local banditti, because they have no sufficient arms, ammunition, or provisions; and there is no probability of the people of Canton rising against foreigners, because they have a large commercial business at stake. The Cantonese never sympathize with the Northerners, nor the latter with them; they instinctively hate each other. There might be a sort of riot here on a small scale if the foreign authorities attempted to drive the small boats away from the canal where they moor; for every hong or shop in the Canal Road has two or three such boats under contract by month or by year to take cargoes off. Other boats that lie alongside with no apparent business pick up a living by taking passengers across the river. The latter usually have some bad characters forming a society to protect them. Each of these boats pays them 30 or 40 cents a month as squeeze. They can hardly have any access to the mandarin for protection, so that in case of any trouble these rascals must fight for them. The trouble in the North has already affected a good deal of the business of Canton, and another row (even a small one) would certainly make it worse, and again throw the residents of Shamen into panic. *Quidam non movere* is the best policy. As everything remains quiet now, it would be the height of folly to disturb it; for a little spark may kindle a large fire. It would not be difficult to quell a small riot and kill a dozen or two poor and perhaps innocent beggars; but it would look very awkward and end very unsatisfactorily.

## PRECAUTIONS.

Recently the Consul for France issued a circular, and has offered the residents within the French concession every possible help. In case of an attack the signal of alarm will be given either by the church bell, or by firing rockets, guns, or any other means available in the circumstances, and then all will have to leave their homes and go to the Bund at the French steps, where there will be boats ready to receive and convey them to the French gunboat. Some of the residents have even called at the Consulate and personally tendered their thanks to the Consul as a recognition and appreciation of his kind intention.

## THE CANTONESE IN THE NORTH.

Many Cantonese in the North have been killed by the Boxers, and over 3,000 of them under the protection of the British Consul there are awaiting relief. The Tung Wah Hospital of Hongkong has sent letters to the Kwong Chai and Shung Ching hospitals here, asking them to raise funds for the relief of their poor countrymen. The latter have called a meeting of the 72 guilds for that purpose, and it was decided to raise a sum of about \$20,000, to pay for the charter of steamers, and other expenses to bring these poor creatures back to Canton. His Excellency the Governor of Hongkong has placed at his disposal by Cantonese merchants \$5,000, the Tung Wah Hospital subscribed \$5,000, and the Kwong Chai and Shung Ching hospitals each \$2,000.

## THE BLACK FLAG CHIEF'S ATTITUDE.

Imperial edicts having been sent to nearly all the Viceroys of the Provinces requiring them to send troops to Peking, the late Viceroy Tan of Canton recommended the Imperial Government to summon the Black Flag Chief, Liu Xiang, with his army to the North to suppress the Boxers or perhaps to resist the foreign troops. The Acting Viceroy asked Liu if he would go, and he replied that if the Government want him to go, he will take 10,000 troops with him to the North, but he will require several hundred thousand dollars for expenses, without which he will not go, as he was forced once in Fuzhou, at the time of the China-Japanese war, and does not wish for repetition of this. He was left there without any ammunition or provisions, was almost destitute, and had to run away in the disguise of an old woman. As the Government is unable to supply this money, it has been decided to send up 3,000 troops under a cheaper general overland, with intent to "suppress the Boxers."

## A CROWD OF RUMOURS.

One account of the disturbances in the North the Cantonese are circulating all sorts of rumours; some say that the large importation of arms into Canton means war, others say that the arms have been smuggled in for the use of the local banditti, others that there are a large number of soldiers and bad characters in Yu Chiu shan, north of Canton, awaiting orders to rise, others again that the foreign gunboats lying opposite Shamen are awaiting orders to bombard the city; one person of the rich class says that as some of the natives bent in Ta

Tung Street are collecting their outstanding accounts, and mean to close up, it is time that they should run away too to Hongkong or Macao for refuge. Nevertheless, Canton and its surrounding districts, towns, and villages are all quiet.

## A BANK FAILURE.

One of the native banks, "Po Cheong," Ta Tung Street, failed to the extent of several hundred thousand dollars, which affected other banks and shops a good deal. The manager of the Kai Wing bank petitioned the Nam Hoi Magistrate, and had the insolvent bank closed and sealed to go through the form of bankruptcy by paying a certain percentage to its creditors and a large squeeze to a mandarin.

## A DIARY OF EVENTS IN PEKING.

FROM JUNE 1 TO JUNE 27.

The following Diary is from the *Universal Gazette*, and is written by a Chinese official holding a high post in one of the Six Boards in Peking, embedded in a letter to his family living in the vicinity of Shanghai. For the translation we are indebted to the N.C. Daily News.  
"To give you all at home an idea of the trend of events which have led to the present *décalé* in Peking, you must know that the Boxer organisation had its origin in Shantung province, where also the first disturbances began; and gradually spread into Chihli province during the spring of the present year. The object of the Boxers was the indiscriminate massacre of Christians, the burning down of churches and the killing of all foreigners. These Boxers organised themselves into bands, erected altars to mark their gathering places, and set up a certain personage as the Author of their Sect, whom they worshipped. These Boxers claimed that they could bring down the gods to dwell in their persons and imbued thereby, claimed that they could use their weapons with great rapidity on their enemies, make themselves invulnerable against bullets and shells, and even further declared that they had the power to stop the rifles and big guns of the enemy from firing upon them. It seems that the whole country believed in these declarations and crowded to join the Boxers, youths and lads being especially conspicuous in numbers. Then news reached us, in the middle of May last, that the Boxers had seized the city of Chochow (some fifty miles S.W. of Peking), murdered the officials there, and had begun tearing up and destroying the railways. Our Emperor, upon hearing of these outrages, desired to suppress these Boxers, but the high Ministers in power at Court were devout believers in the potency of the Boxers and strongly stood up for them before the Throne. On the 31st of May, Tang Fushiang had an audience of the Throne, and upon being questioned stood up and accepted all responsibility in the war of extermination of foreigners, which he strongly advocated, staking his head on his ability in successfully combating the Foreign Powers. The result was that instead of ordering the suppression of the Boxers, the policy of the Government was suddenly changed, and an Imperial decree was immediately issued appointing Kang Yi and Chao Shu-chiao, Imperial High Commissioners, to organise the Boxers in the vicinity of Peking and bring them under Government control. During this crisis the various Foreign Powers also sent some 400 odd troops into Peking to protect their Legations. By the 4th of June the Boxer outlaws had begun to tear up and destroy the railway between Peking and Tientsin, and from that day also began to enter the city walls of Peking, crowding in at the rate of over a thousand a day. Altars (or gathering-places for recruits, etc.) were erected by them all over the city. At this time also these outlaws began the wholesale slaughter of Christians, and burning of churches outside of Peking, until none of the latter have been left standing. As many as could escape amongst the Christians then poured into the capital, taking refuge in the Legations situated in the Tung-chiao-ming Street (otherwise known as Legation Street). This state of affairs, I may say, existed in the capital during the first days of June, from which time I began to jot down the following diary of events as they occurred before my own eyes and were personally experienced by me.  
13th June, 1900: 17th day of the 5th month, 26th year of Kuang Hsi.—  
About dusk, while in the University [of Peking], I saw four places on fire, whereupon I immediately returned to my house, subsequently learning that all the Churches and mission properties inside the "Eastern City" had been set fire to and entirely destroyed, the conflagration in the Lamplight Market (Night Bazaar) having been especially destructive, lasting far into the next day.  
14th June.—I passed the Fanchih Residence this morning. The building in the rear of this is now the headquarters of the Tung-chiao-ming and his Kansu troops, who, I may say, had already entered the city a few days previously.  
[The Kansu troops, ever since their arrival from Kansu in the autumn of 1898, had always been kept encamped outside Peking and prohibited from entering the City walls.]  
At noon, my friend Yang Chao-chiao, a Military Chihjen graduate, sent a servant over to my house suggesting that we should join our families together and escape from Peking in company from the dangers threatening all, and fixing to-morrow morning as our time of departure. I, fortunately as it turned out for us all, firmly refused to go with Yang's party, as I had just heard the rumour that steamers had stopped running to Tientsin. I had also heard that the road to Tientsin was greatly infected by marauding bands of outlaws, that the railway to Tientsin had been destroyed, and the telegraph lines cut. Further, that a relief force of foreign troops was on its way to Peking from Tientsin, and that that city was in great confusion. With those considerations in my mind, I decided to remain where I was for the present. Addendum: Subsequently I learned that on the 17th, 18th, and 19th inst. there had indeed been severe fighting at Chieh-tu-lin (Tzefulin—the French Concession, Tientsin), that 2,000 foreign troops had got near Yang-tsun (Railway Station, 17.88 miles from Tientsin) and they had been prevented by the Boxers from proceeding further towards Tientsin, and between them there had been constant fighting. I made careful enquiries to find out the fate of Yang and his family (husband, wife and son), but up to this hour have been unable to get the least clue of their whereabouts, alive or dead. I feel most thankful that I did not allow my family to go with them.  
To-night there was a huge commotion and rioting, mostly in the Eastern and Western great thoroughfares, after which a great fusillade of rifle-firing succeeded. This was due to those places being near the Austrian Legation, the inmates of which, hearing a great commotion amongst the Boxers in the great thorough-

fares, and seeing them approach close to the Legation, began to shoot them. The Boxers returned the fire, the mutual fighting lasting to the 3rd watch (11.30 p.m.) when both sides ceased. I may say that my house is only about 60 yards from the Austrian Legation.

15th June.—This morning there were several dead bodies lying near the Austrian Legation, the result of last night's rifle fusillade. It seems that there were, after all, only some 15 or 16 Boxers concerned in the fighting last night, the commotion having been really created by a mob of ordinary Peking citizens, but of the rowdy sort, who were following the Boxers about. Even then three Boxers were killed in the fight.  
(To be continued.)

## SAILORS AND SOLDIERS' CHINA RELIEF FUND.

Wellington, 20th July, 1900.

TO THE EDITOR OF THE "HONGKONG DAILY PRESS."

SIR.—Having spent ten days in a cellar under the Gordon Hall at Tientsin, and endured all the inconveniences attendant on a severe bombardment, my thoughts naturally turn to the widows and dependent relations of the seamen and marines of the British Navy who lost their lives in defending us and in extricating us from our deplorable condition. These widows and dependent relatives will want pecuniary aid, as also will the many young seamen and marines who, from the terrible nature of their wounds, may be incapacitated from earning a livelihood, and have nothing to live on except a small daily pittance. A walk through the hospital here painfully impresses upon one the number of those who will be in this condition. Under these circumstances I venture to suggest that a subscription be started for the widows or dependent relatives of the British Seamen and Marines who have lost, or may lose their lives, in this China War; and that part of the subscription raised be given to such seamen and marines who may be either from disease or wounds incapacitated. If this fund be started I have promises of subscriptions here.—Yours etc.

FRANCES E. SCOTT.

[Our correspondent asks for subscriptions only for sailors and marines, but as there are now many British soldiers taking part in the operations, including the detachment of the 2nd Batt. Welsh Fusiliers, we have taken the liberty of including the soldiers. Subscriptions will be duly acknowledged in our columns, and subscriptions should be addressed "Manager, Hongkong Daily Press, Sailors and Soldiers' China Relief Fund."]

## SUBSCRIPTIONS.

Hongkong Daily Press	\$100.00
C. Wilcockson	5.00
T. Wilson, s.s. <i>Fathian</i>	15.00
Rev. E. H. Good, R.N.	10.00
H. Price & Co.	250.00
W. G. Winterburn	10.00

## THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE.

The concluding meeting of the Congress of the Chambers of Commerce was held in London on the 30th June.

BRITISH INTERESTS IN THE FAR EAST.

Mr. BECKETT, M.P., on behalf of the Leeds Chamber of Commerce, moved—  
"That in view of the steps now being taken by the various countries of Europe to open up the interior of China to trade and commerce, it is the opinion of this congress that the Government should endeavour by every means in its power to protect the interests of the British trader, to assist him in obtaining concessions, and to afford him all reasonable security against disturbance from the Chinese Government, or aggression from foreign Powers."

Having explained that the resolution was drawn up before the existing crisis arose, he said that it appeared as if the Powers had been a little "too previous" in regarding China as a sick man whose inheritance they might forthwith proceed to divide among themselves. The European Powers had not sufficiently consulted the susceptibilities of the Chinese people in their dealings with them. He doubted whether Russian prestige and power was so great in China as was pretended. In any case, this country should press its real interests even against the interests of Russia. We did not desire to absorb Chinese territory; all we wanted was equality of opportunity for trading. He thought we should all agree that the British Government should, as far as possible, support the policy of the open door by every means in its power. If the colonies joined us heartily in this matter, as they had joined us in South Africa, the result would not only be satisfactory to the British Empire as a whole, but also to the Chinese people.

Mr. JOSEPH WALTON, M.P., in seconding the resolution, said that a great deal of what they desired to be done under the resolution depended on how the present difficulty in China was faced and dealt with. There could be no question that the British Government had been wanting in a firm, definite and intelligent policy, consistently pursued, during the past three or four years; and he believed that it was that want of firmness which had partly led to the existing troubles. Probably the greatest mistake which the Government had made was in acquiescing in the deposition of the Emperor and the usurpation of the Dowager Empress. The great majority of the people of China did not support the present régime, but wished to have on the throne the rightful Emperor, and he hoped that when the war was now being waged by the allied Powers was over arrangements would be made for the restoration of the Emperor, who was unquestionably in favour of reform and of the opening of China to trade. We must give to the Chinese people a better Government unless we wished to see China break up. The British Empire did more trade in China than the whole of the rest of the world together, and there were possibilities of unlimited expansion.

Mr. YEABUM, M.P., intimated his intention to withdraw the resolution on the same subject which had been put forward by the Leeds Chamber, and his wish to support the proposition moved on behalf of the Leeds Chamber. He said that this was no party question. It was one that was of supreme importance to the commerce of the whole Empire. At the present time Australia and Canada did a certain amount of trade with China, but in view of their geographical position, there could be no doubt that it would enormously increase in the future if the open-door policy continued to prevail. If we endeavoured to introduce reforms in China he believed that we should have the good will of the great mass of the Chinese people. Reform in China and a strong Government at home with interests of the British Empire.

Sir E. A. SASSOON, M.P., remarked that the subject under discussion was one in which he and his firm had had a traditional interest for more than 60 years. A satisfactory feature of

the situation was that, in any future settlement, should have the hearty support and co-operation of the United States and Japan, and he thought that those two Powers, acting in concert with ourselves to maintain proper Chinese rule, would result in benefiting the interests of British commerce more than any policy of dividing China into spheres of influence.

The resolution was carried unanimously.

**CHARTS OF EASTERN SEAS AND RIVERS.**  
Sir THOMAS JACKSON, Hongkong, proposed a resolution to the effect that, in consequence of the rapid increase in the number, tonnage, and speed of steamers employed in the trade, and the frequent discovery in some trunks of sunken rocks not recorded on existing charts, the facts should be brought to the notice of the Government that it was necessary to have made, with as little delay as possible, a thorough survey of the navigable channels and coast lines in eastern seas.

Mr. JOSEPH WALTON, M.P., seconded the resolution, and said that there had been great neglect in this matter of charts, especially of the rivers of China. The chart by which he was enabled to navigate the Yangtze was made by the Jesuit fathers. It was not creditable to us that, while our trade was enormous with that part of the world, and the trade of France so small, the French should be so far ahead of us with regard to charts. The British chart of the Red River was made in 1861, and had been very little altered since, and the result was that, owing to a want of knowledge of the channels, he was kept ashore on one occasion for 24 hours.

The resolution was carried.

## FRANCE AND CHINA.

The *Times* correspondent writes under date Paris, July 1.—The Colonial group in the French Chamber has always been a sort of vanguard urging each successive Government to push forward the extension of French colonial policy, often quite extravagantly. Prior to the last elections this group included besides its present members, several deputies who could be looked upon as the most ardent expansionists, and these men quite logically directed their enterprises and attacks against England. This, I repeat, was perfectly logical. Russia being the ally of France, it was not that Power which gave umbrage to the violent Chauvinism of the militant Colonial party. Neither Italy nor Austria has ever displayed any serious intention to indulge in colonial conquests. Germany's colonial aspirations are of too recent date, and her acquisitions have necessarily had as their objective territory outside the spheres of influence already determined. England alone was constantly to be found everywhere where France took possession, or proposed to take possession, of a new territory. At the same time this militant Colonial party had adopted the tactics of always reviving the Egyptian question and of discussing it with violence, either because they were sincerely convinced of the patriotic utility of keeping the question before the world or because they considered the deliberate agitation of this question an excellent means of putting pressure upon England.

The Colonial party, therefore, acted both from patriotism and policy in its systematic hostility towards England, the only Power whom it recognised as a rival in the colonial domain.

Formerly the most active members of this party were M. François Deloncle, M. Jules Delais, M. Etienne Charnay, M. Etienne Delais, and M. d'Arenberg, to name the most conspicuous. The first three on this list no longer belong to it, having lost their seats at the last elections. The president of the group at present is M. Etienne, and, as has been seen, it was he who at the latest meeting of the group delivered on Chinese affairs a fresh indictment of governmental apathy, accusing France of having been too timid or too modest in her acquisitions in China, and declaring this modesty ought to find no place in the eventual division of the spoils, partial or total, of China. If one were to heed merely this speech, it might be anticipated or feared that the disinterested agreement of Europe in the Chinese question is bound to meet with rebuff and to be transformed shortly into a competition, in which each Power would seek to outdo its neighbour. Happily, nothing of the sort need be anticipated. The French Colonial party, I repeat, is merely a group of pioneers marching well in advance of the Government, which takes its advice only with prudence, and M. Etienne's speech, like so many others of the same sort, merely sums up the *désiderata* of the group without in the least implying any obligation on the part of the Government to carry them out.

Ever since the China-Japanese war the phrase "division of the Chinese Empire" has been often enough pronounced, and the acts immediately following the close of this war might indeed have been considered as forestalling a complete shattering of that Empire. Happily, those responsible for the destinies of European nations do not indulge in this forecast, and the partition of the Chinese Empire appears to them, to-day as formerly, a dangerous dream happily incapable of realization. In June, 1897, the Emperor William said, "I do not fear the Yellow Peril," and shortly afterwards M. Hanotaux, who had at that moment a real statesman's vision, said, "We were well-inspired to put an immediate stop to the dream of the disappearance of the Chinese Empire. Even if we succeeded in destroying this Empire, this immense yellow corpse, floating hither and thither, would finally have poisoned the springs of the whole of Europe."

M. Delais, I observe, is of the same mind. He often dreams himself not means that others shall dream of the chimera of a partition of China. His own wish, on the contrary, is the maintenance of this Empire with an organization which will reassure Europe and allow us to look forward to a prolonged existence of the Middle Kingdom. It is affirmed that M. François, the French Consul in Yunnan, is one of the men best acquainted with Chinese affairs, and that M. Delais had the greatest confidence in him. Now what struck M. Delais in M. François's telegram requesting the intervention of his Government was the fact that he opposed any military demonstration from the Peking side and asked that the Viceroy of Yunnan should give up on our coast Peking. In this M. Delais gave the confirmation of his own ideas, and he remains convinced that orders from Peking are still the most effective means of restoring tranquillity. So that M. Delais's policy, if I am correctly informed, consists thus far above all in desiring to reestablish in Peking a state of things sufficiently normal to secure the maintenance here of a Government which will inspire confidence in the allied Powers. Naturally, when M. Delais speaks of a Government capable of inspiring confidence in the allied Powers, he condemns thereby the Government of the Dowager Empress and considers her disappearance from the Regency as the first duty incumbent upon the nations.

These are the main lines of his policy. He is sincerely concerned to avoid all the complications which might result from the collective intervention of the Powers, and consequently he holds that the primary necessity is the avoidance of any territorial change in China, for he

rightly thinks that any change whatever may engender, and in fact, cannot help engendering, international difficulties incalculable in their consequences. French policy, therefore, at present may be summed up thus:—No territorial change, no advantage accruing to any one Power, co-operation for the re-establishment of order and security above all in Peking, removal of the Dowager Empress, the maintenance or accession of an Emperor deserving the confidence of the Powers, and common action to guarantee the security of the Emperor and to give to his authority, solidly established, the means of making itself felt by precise and formal orders, as all who know China affirm, would suffice to ensure their execution. This policy, as will have been seen, is a policy excluding all individual aspirations, which, if persisted in for a certain time by the coalition of the Powers, will restore to China governmental stability, the respect of treaties, and security for everybody, without giving rise to special competitions which would inevitably bring about a general conflagration. It should be added that each of the Powers must act without mental reservations or *arrière-pensées*, otherwise this policy is doomed to failure, and the future would bring us these individual rivalries which might be the cause and the prelude of a general conflict.

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1892

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Hongkong, 2nd August, 1900. [2129]

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J. C. A. HOLL, Harbour Master.

Approved, W. M. ANDREW, For Commissioner of Customs, Custom House, Swatow, 27th July, 1900. [2112]

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THE BRITISH ARMY.BY  
H. O. ARNOLD-FORSTER, M.P.SOME DEFECTS IN THE PRESENT  
SYSTEM—II.

## SHORT SERVICE AND WHAT IT MEANS.

In the last article we referred to, but did not exhaust the question, of the present term of service in the army. It was pointed out that the so-called short service term of enlistment for six years has been extended from six to seven to eight years. Even this, however, has been found quite insufficient to meet the demands of the army. About two years ago, the War Office, not knowing where to turn for men, recalled 5,000 old soldiers to the colours. Nor was even this return to the practice, if not to the principle, of long service considered sufficient; a new division of the reserve was formed, known as "section A." It is composed of soldiers who having served their full term of seven or eight years, engage, in consideration of the payment of an extra day, to return to the colours at any time. But, leaving Section A out of consideration, it is true to say, so entirely had short service ceased to be anything but a name in the army, that before the mobilisation in August, 1899, the number of men whose service was between six and twelve years was actually larger than it would have been had the whole army been enlisted, as the Royal Marines still are, on a twelve years' engagement. It is not necessary to argue here whether short service or long service be the better system; but that a turn of service which has all the vices and none of the virtues which the respective systems possess can be a good one, is a proposition which it is not possible to maintain. It may be a good thing to enlist a soldier for a short service term, and after three or four years with the colours to transfer him to the Reserve; it may be a good thing to enlist a man for twelve years with liberty to reengage for a 21 years' term and a pension. But it cannot be a good thing to enlist men nominally for short service, to keep them hanging on for one, two, or three years after their term has expired, or to recall them from civil life after they have been discharged for a year or two. And yet this is the course which has hitherto found favour in the British Army.

But it will be said, "Oh, but this is all the orotical criticism, and the system really works very well." It does not work very well; on the contrary, it works very ill, and in a very wasteful manner as we shall now proceed to show.

## A RESERVE WHICH IS NOT A RESERVE.

As everyone knows, the British regular army consists of a number of men actually serving in the ranks, and of a number of other men who form the so-called "First Class Army Reserve." The word "Reserve" is one which in ordinary life has only one meaning. It is something which is kept to be used when the ordinary source of supply is inadequate or is exhausted. The reserve of a bank or business house is money laid by and invested to meet unforeseen contingencies, and to supplement, in case of need, the ordinary revenue of the concern. In every army except our own, the word Reserve is used with exactly the same meaning as that which it bears in common speech. A Prussian battalion may stand on the 1st September at 500 men; on that day the order to mobilise reaches it, and on the 7th September the battalion numbers 1,000 men. Five hundred reservists have joined it, and its strength has been doubled. In the British army, however, the word "Reserve" means something quite different from what it does in common speech, or in the German army; the Reserve of the British army is not a Reserve at all, but it is in fact the first line of the army. Our reservists are not a supplement to the men in the ranks, but are substitutes for them. In order to make this fact quite clear it will be necessary to furnish an illustration. In July, 1899, before the commencement of the war with the Transvaal, 108,000 men were actually serving with the colours in the United Kingdom; at that time the strength of the First Class Army Reserve was nominally 78,000. It was really more than this, for out of the 108,000 men with the colours, between 3,000 and 4,000 had just been recalled from the Reserve by a special arrangement. In September the army was mobilised, and in order to enable the army to take the field, practically the whole Army Reserve and the greater part of the Militia Reserve had been called out. In many battalions every single reservist belonging to the battalion has been called up, and even with this addition, the battalions have not been up to their full strength.

But it will be said "Is not this a very successful operation, and is it not very fortunate that we have been able to make this great addition to our army with so little trouble?" It would indeed be fortunate if we had made such an addition, but what are the facts? 108,000 men with the colours, plus 78,000 in the Army Reserve, should make an effective total of 186,000 men. But no such effective total has ever been approached. The whole of the 108,000 men with the colours have not produced 50 per cent of effective soldiers, and the whole of the reservists and Militia reserve have been required to make up the total of 100,000 regular troops despatched from the United Kingdom to South Africa. What has become of the remainder? Where is the balance of 82,000 men for whom the country has been paying and reckoning as part of its available field army. Let Lord Lansdowne himself give the answer. "I think the answer is obvious. These men—they number 92,000—are of course in no sense a field army; they include a large number of young soldiers, men who have not yet reached the age of 20, and are therefore not fit to be sent out of the country on foreign service." In other words the country has been paying for two distinct sets of soldiers, the one set real,

the other make-believe. In May, 1900, there were 100,000 men of the regular army at home, but there was not one single efficient brigade, and scarcely enough artillery to make one properly organised brigade division. (A brigade division comprises three batteries or 18 guns. Our Reserve, as well as seen, is not a Reserve at all; the soldiers who comprise it are not used as a addition to those already serving; they take their places because those men actually in the ranks are not fit for service.

## WHAT HAPPENS TO A BRITISH BATTALION ON MOBILISATION.

If this were only true to a small extent, if only a few of the men with the colours were unfit, there would be much to complain of; but unfortunately such is not the case. Here are some figures which speak for themselves. They show what really happened to the battalions at home when they were wanted for the war. It must be explained that a battalion at home is kept at a strength of about 770. When it is mobilised for war, the strength is made up to about 1,100, a number which is not exceeded, but which is often not fully attained. The process by which the battalions despatched to South Africa were made up to their proper strength is remarkable. Here are some examples:—The 2nd Devonshire, out of its 770 men, could only send out 461 effectives, and took 576 men from the Reserve. The third battalion of the 60th had only 438 men available, taking 632 from the Reserve. The Second South Wales Borders had 455 men available, and took 603 from the Reserve. The 2nd Hampshire could produce only 399 of its own men, and after taking 433 reservists, went out 250 short of its strength. The same was true of practically all the battalions. In the 7th Infantry Division, out of 7,920 men embarked, 4,250 were reservists. If the battalions composing the Division had been able to make use of their own men, even on the lowest peace establishment, they would have been able to furnish 6,160 men, but 1,910 of these had to be left behind, and their places taken by reservists. Even this does not exhaust the case, for many reservists recalled to the colours in 1898 and 1899 were actually serving in the ranks, 5,000 men having been withdrawn from the reserve for this purpose. What is true of the infantry is true also of the cavalry and artillery. The 2nd Dragoons had 372 men available, and took 186 from the Reserve. The 14th Hussars had 265 reservists out of a total of 562. In the Royal Artillery matters were much worse; the 78th Field Battery could find but 85 men out of its war strength of 170. Of the 37th Field Battery, 93 were reservists. Of the 20th Field Battery, 101, and so on. Of course if it could be shown that reservists were a clear addition to the strength of the corps to which they were attached, there would be some reason for congratulation, but as has just been shown, this is not the case. The reservists for the most part simply took the place of unfit soldiers who were actually with the colours, which these ineffective soldiers were left behind in tens of thousands to cumber our barracks and to justify the disheartening expression of the Minister for War which has just been quoted. The fact is that it would have been better to have had the reservists in the ranks and the greater part of the ineffective soldiers still unlisted at the outbreak of the war. The net result would be exactly the same as that which we now see. The effective soldiers would be at the front, the ineffective soldiers would be where they are now, learning their drill as recruits at the depots. Moreover the very great inconvenience of withdrawing 80,000 men from civil life would have been avoided. The reserves have come out admirably, and employers have been most considerate and patriotic in dealing with them. But it is evident that when it once becomes clearly understood that the Army Reserve is the first line of the army, and liable to be called out whenever the country is at war, the position of the reservists will become a very unpleasant one. It is not to be supposed that employers will continue indefinitely to bear the whole burden involved by mobilisation, and reservists will find increasing difficulty in obtaining employment.

## NOT A BATTERY NOR A BATTALION READY.

We have said that it is becoming evident that the reservists are the first line of the Army, and must practically be called out whenever we are at war. This fact, for a fact it is, has a very serious bearing upon the military position of the country. Under our present system not one single regiment, battery or battalion in the United Kingdom is ever fit to take the field. Not only is it not fit, but it is as a rule totally unfit, and the consequence of this is serious. In time of emergency it is absolutely impossible to despatch troops from this country without either breaking up the whole regimental system by means of drafts, or by calling out the reserves. It was long the fashion at the War Office to deny this, but the events of the South African war have made any further denial impossible. In the autumn of last year when our troops were fighting for their lives and overwhelmed by numbers, it was necessary to send out instant relief; 10,000 men were required, and 10,000 men were in fact sent; 5,000 were taken from the garrison of India, some 3,000 from the Colonial garrison, but from the 108,000 men in this country the whole contingent amounted to the battalions of infantry and a brigade division of artillery. It should be added that it was only owing to an accident that one

## GOING INSANE.

A. L. Rimer, of Stoneridge, N. Y., says:—I was for a long time troubled with sleeplessness with intense neuralgic pains in the head, which made me feel as though I was going insane. The physicians could do nothing for me. I heard of some extraordinary cures effected by Little's Oriental Balm, and resolved to give it a trial. In five minutes after the first application, I was entirely relieved from pain. I can now enjoy a good night's rest. Sold at Ba. 1 per bottle. Agents for Hongkong: THE VICTORIA DISPENSARY, LD. 1898—5

of the two battalions was available. This battalion, "The Fifth Fusiliers," happened to be passing through this country en route from Crotto to the West Indies; it was stopped and despatched to Natal. It is an absolute fact that when it became necessary to send troops to Natal there was not one single regiment of cavalry or battalion of infantry fit, or even nearly fit to go, nor, with the exceptions just named, were any troops sent until the 20th October, when the first of the mobilised battalions left these shores. It is perfectly evident that such a state of things as this is most dangerous. This country is always requiring at the shortest possible notice small bodies of troops for despatch to every part of the world. It is one of the gravest defects of our present system that there is no method of supplying such bodies of troops, and until this defect has been removed, our army system will remain a most dangerous and unsuitable one for our purpose.

## THE WASTE OF THE SYSTEM.

One other grave defect in the system is to be noted. The difficulty of obtaining recruits for the army is not great in times of war, but it is, always in peace time, and will be greater still now that a considerable increase is to be made to the establishment of the army. Such being the case, many remedies have been proposed to enable the War Office to make up the deficiency in the annual contingent. Among these remedies are Conscription and the Militia ballot. Some day the country may unavailably be compelled to adopt one or other of these remedies, but they are remedies which should not be tolerated until all ordinary means of supply have been exhausted, and as yet they have not been exhausted. It is certain. It is no doubt a good thing to get men into the army, but it is a still better thing to keep them there when you have got them. Our system does not do this. Few people realise how gigantic and costly is the waste in the army. No less than 18 per cent. of the men recruited disappear absolutely before the period of reserve service is reached. The loss is not due to the hardships of service, for in a single year the disappearance of men under 22 years of age reached 8,094, or more than one fourth of the total number enlisted. In other words, we lose during seven years, the term of a soldier's military life, no less than 105,000 men. These men are absolutely wasted; they are for the most part ineffective soldiers while with the colours, they do not enter the reserve, but they have to be paid, housed, doctored and drilled during their brief passage through the ranks. The disappearance is partly owing to desertion, but much more largely to the enlistment of unfit men who simply melt away or are discharged as invalids or unfit, to become a burden to themselves, a discredit to the army, and a perpetual difficulty to the civil population. A system which wastes every seven years the equivalent of three full army corps, is obviously a bad one. Even the War Office has apparently become aware of this fact, and at last even Lord Lansdowne has discovered that "one of the greatest drawbacks to our present system is to be found in the fact that of the men who enter the army so large a number waste away and disappear in the first year of their service, giving us neither the full period of their service with the colours, nor the advantage of their presence afterwards in the reserve." The discovery made in Fall Mall in May, 1900, was made by the rest of the world any time during the last ten years. It is just possible, though indeed it is not very probable, that the evil having been admitted some attempt will be made to remedy it.

## OMISSIONS.

It has been impossible in this article to exhaust the subject to which it has been devoted; the defects of our present system are very numerous, and some of those which have been passed over are of great importance. But some of the principal points have been touched upon; it must not be supposed that because others which are well known to military men, and of which the public, thanks to the newspapers, is well aware, have been passed over, that they are forgotten or not appreciated. In our next article we propose to deal with the question of the responsibility for the defects and failings of our present system.

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## INTIMATIONS

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Acting Manager.  
Hongkong, 1st August, 1900. [2117]

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LONDON VIA SUEZ CANAL	REHETTA	Brit. str.	—	Day	BUTTERFIELD & SWIRE	On 21st inst.
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LONDON	JAVA	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 10th inst.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	—	O. Cuppers	MELCHERS & CO.	On 9th inst., at Noon.
BREMEN & PORTS OF CALL	KONIG ALBERT	Ger. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 10th inst., at Daylight.
MARSEILLES, & C. VIA SPORE, & C.	WAKASA MARU	Jap. str.	—	Poydonot	MESSAGERIES MARITIMES	On 15th inst., at 1 p.m.
MARSEILLES, & C. VIA PORTS OF CALL	ANNAM	Fr. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th inst.
MARSEILLES & LONDON	BANCA	Brit. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	KANAGAWA MARU	Jap. str.	—	Beltrons	CARLOWITZ & CO.	On 9th inst.
HAYRE & HAMBURG	SILESIA	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On or about 12th Sept.
HAYRE & HAMBURG	SIBIRIA	Ger. str.	—	Brens	CARLOWITZ & CO.	On or about 20th Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 30th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Sachs	CARLOWITZ & CO.	On or about 12th Oct.
NEW YORK VIA SUEZ CANAL	ALBENGA	Brit. str.	—	Petersen	CARLOWITZ & CO.	On 8th inst.
NEW YORK VIA SUEZ CANAL	EDMOND & CARLE	Brit. str.	—	W. E. Craven	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	—	J. Pantan	JARDINE, MATHESON & CO.	On or about 24th inst.
VICTORIA, B.C. & C. VIA AMOY, & C.	VICTORIA	Brit. str.	—	G. D. Bowles, R.N.R.	DODWELL & CO. LIMITED	To-morrow
VICTORIA & VANCOUVER, B.C. VIA AMOY, & C.	RIJOUN MARU	Jap. str.	—	J. W. Ekstrand	CANADIAN PACIFIC R. CO.	On 15th inst., at Daylight.
VANCOUVER, B.C. & C. VIA SHANGHAI, & C.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
PORTLAND, OREGON, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO. LIMITED	On 8th inst.
SAN FRANCISCO VIA SHANGHAI, & C.	DORIC	Brit. str.	—	O. & S. S. Co.	TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	NIPPON MARU	Jap. str.	—	Ellis	PACIFIC MAIL S. S. CO.	On 16th inst., at Noon.
SAN FRANCISCO VIA MOJI, & C.	CITY OF R. DE JANEIRO	Amer. str.	—	Anderson	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SAN DIEGO, & C. VIA SHANGHAI, & C.	CARLEISLE CITY	Brit. str.	—	Quail	BUTTERFIELD & SWIRE	On 9th inst., at 5 p.m.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
AUSTRALIAN PORTS	TEINAN	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
AUSTRALIAN PORTS	KARUGA MARU	Jap. str.	—	Krohn	NIPPON YUSEN KAISHA	On 24th inst., at 4 p.m.
GERMAN COLONIAL & AUSTRALIAN PORTS	MUNICHEN	Ger. str.	—	Quail	MELCHERS & CO.	On 5th inst., at Noon.
YOKOHAMA & KOBE	SHANTUNG	Brit. str.	—	Nelson	BUTTERFIELD & SWIRE	On 8th inst.
YOKOHAMA & KOBE	TAIWAN	Brit. str.	—	G. C. Talbot	P. & O. S. N. Co.	On 15th inst., at Noon.
YOKOHAMA & KOBE	ROSETTA	Brit. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On or about 18th inst.
YOKOHAMA & KOBE	KAWACHI MARU	Jap. str.	—	J. Thom	NIPPON YUSEN KAISHA	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	HIROSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA & KOBE	LOONGMOON	Ger. str.	—	F. W. Schulz	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	A. F. Street	SIEMSEN & CO.	To-morrow, at 3 p.m.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	A. Symons	P. & O. S. N. Co.	On or about 16th inst.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	H. Supner	MELCHERS & CO.	On or about 17th inst.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	Quick despatch.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Passmore	BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Roach	DODWELL & CO. LIMITED	To-morrow, at Noon.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	I. Sato	DODWELL & CO. LIMITED	On 8th inst., at 4 p.m.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	H. Nagata	MIYOSHI BUNSEN KAISHA	On 8th inst., at Daylight.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Wiegall	MIYOSHI BUNSEN KAISHA	On 12th inst., at Daylight.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	A. Ramsay	JARDINE, MATHESON & CO.	To-morrow, at 5 p.m.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Moore	SHAW, WATSON & CO.	On 8th inst., at 5 p.m.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	Anderson	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	F. Marochio	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
YOKOHAMA & KOBE	SHANGHAI	Brit. str.	—	—	SANDER, WIELEK & CO.	To-day, p.m.

## SHIPPING.

ARRIVALS.
Aug. 4, SHANGHAI, British str., 1,250, Carneghan, Moji 29th July, Coal—BUTTERFIELD & SWIRE.
Aug. 4, NANCHANG, British str., 1,062, Findlayson, Moji 29th July, Coal—BUTTERFIELD & SWIRE.
Aug. 4, CHIHAI, British str., 1,158, Newcomb, Moji 29th July, Coal—BUTTERFIELD & SWIRE.
Aug. 4, AGLAIA, Austrian str., 1,173, F. Marochio, Shanghai 31st July, General—SANDER, WIELEK & CO.
Aug. 4, IRI, U.S. collier, 2,715, D. W. Knox, Manila 22nd June and Shanghai 30th July.
Aug. 4, KWANGLEE, British str., 1,467, R. Lind, Shanghai 1st August, General—CHINESE.
Aug. 4, LOONGMOON, British str., 1,092, G. S. Weigall, Manila 1st August, Hemp—JARDINE, MATHESON & CO.
Aug. 4, MICHAEL JESSEN, German str., 710, T. Jessen, Haiphong and Hoilow 3rd Aug., General—JESSEN & CO.
Aug. 4, HINCHY, British str., 1,365, Klopfer, Chefoo via Shanghai 1st August, General—CHINESE.
Aug. 4, TAIHUN, Amr. str., 1,216, Pattison, Haiphong 2nd Aug., Rice—A. R. MARTY.
Aug. 5, ANPING MARU, Japanese str., 1,053, Sato, Amoy and Swatow 4th Aug., General—M. B. KAISHA.
Aug. 5, DEUTEROS, German str., 1,001, Peterson, Saigon 1st Aug., Rice—SIEMSEN & CO.
Aug. 5, EASTERN, British str., 3,600, Windhorst, Ellis, Kobe 31st July, General—GIBB, LIVINGSTON & CO.
Aug. 5, LOOSOK, German str., 1,020, Jas. B. Jackson, Bangkok 27th July, Rice—ORDER.
Aug. 5, SARINE RICKMERS, British str., 690, Nasbet, Tamsui 2nd August, Ballast—ARNHOLD, KARBURG & CO.
Aug. 5, THALES, British str., 820, Passmore, Swatow 4th August, General—DOUGLAS LARPAK & CO.
Aug. 5, HINSANG, British str., 1,536, P. M. B. Lake, Taku and Weihaiwei 30th July.
Aug. 5, MONAW, British str., 1,770, F. W. Freeman, Hoilow 4th August.
Aug. 5, HANSEN, Norw. str., 349, Jonsson, Canton 5th August, General—JARDINE, MATHESON & CO.
Aug. 5, FEICHHING, Chinese str., 179, Gordon, Canton 5th Aug., General—CHINESE.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th August.
Chunyang, British str., for Singapore.
Hanoi, French str., for Haiphong.
Haitan, British str., for Swatow.
Maiduru Maru, Jap. str., for Swatow.
Agia, Austrian str., for Bombay.
Tsichun, Amr. str., for Haiphong.
Hino Maru, Japanese str., for Sasa.
Royalist, British str., for Guam.
Michael Jessen, German str., for Hoilow.

## DEPARTURES.

Aug. 4, COROMANDEL, British str., for Europe.
Aug. 4, KIANGSI, British str., for Shanghai.
Aug. 4, PROGRESS, German str., for Tourn.
Aug. 4, TAICHONG, German str., for Amoy.
Aug. 4, CHONGSANG, British str., for Swatow.
Aug. 4, EUPLECTELA, Brit. str., for Singapore.
Aug. 4, HONGKONG, French str., for Haiphong.
Aug. 4, LOONGMOON, German str., for Canton.
Aug. 4, SUNGRIANG, British str., for Manila.
Aug. 4, ANGOA, British str., for Shanghai.
Aug. 4, LERMOON, German str., for San Francisco.
Aug. 4, BENJOMON, British str., for Cebu.
Aug. 4, LIV, Norwegian str., for Kutahinon.
Aug. 4, GUICHEN, French battleship, for Taku.
Aug. 4, FELUSE, British str., for Swatow.
Aug. 4, ROHILLA, British str., for Yokohama.
Aug. 5, CHONGSANG, British str., for Singapore.
Aug. 5, HANOI, French str., for Haiphong.
Aug. 5, HAITAN, British str., for Swatow.
Aug. 5, MAIDURU MARU, Jap. str., for Swatow.
Aug. 5, TAIHUN, Amr. str., for Haiphong.
Aug. 5, HINO MARU, Jap. str., for Sasa.
Aug. 5, MICHAEL JESSEN, Ger. str., for Hoilow.

## VESSELS IN DOCK.

ABERDEEN DOCK.
Kowloon Dock—U.S.S. Monterey, Chang-sha, Argus, R.C. Felio, Sachem, Diamante, Tainan.
COSMOPOLITAN DOCK.

## SHIPPING REPORTS.

The American steamer *Taitulu*, from Haiphong 2nd inst., had S.E. winds and fine weather. The British steamer *Loongang*, from Manila 1st inst., had light southerly winds and calms throughout. The German steamer *Loosok*, from Bangkok 27th July, had moderate breeze, S.W. winds, and fine, clear weather. The British steamer *Kianglee*, from Shanghai 1st inst., had light S.W. winds, smooth sea, and fine, clear weather throughout. H.M.S. *Mohawk*, from Hoilow 4th inst., had calm passage. French man-of-war *Kersaint* at anchor at Hoilow; staying there for the present. The British steamer *Eastern*, from Kobe 31st July, experienced light to moderate S.E. winds crossing the Eastern Sea, and from Fingen Rock to arrival light variable winds with fine settled weather. The British steamer *Thales*, from Taiwan, Amoy and Swatow 4th inst., had light N.W. winds and fine weather to Amoy. From Amoy to Swatow same weather. From Swatow to port light S.W. winds and fine weather. Steamers in Amoy—*Chang Hock Kien*, *Singun* and one Japanese man-of-war. In Swatow—*Kwelin* and *Dagmar*. The British steamer *Hinsang*, from Taku and Weihaiwei 30th July, had fine and clear weather; from N.E. Promontory to port light southerly winds and slight southerly swell. Vessels passed—On 2nd inst., two British transports (B.I.), off Namki Island, bound to North. On 3rd inst., Austrian battleship, off Turnabout Island, bound to North, and British transport (B.I.), off Dodd Island, bound to North. On 4th inst., four-funnel French man-of-war, off Pedro Blanco, bound to North.

## VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO BOMBAY DIRECT.
THE Company's Steamship
"AGLAI,"
Captain F. Marochio, will leave for the above place TO-DAY, the 6th inst. p.m.
SANDER, WIELEK & CO., Agents.
Hongkong, 3rd August, 1900. [2009]
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA.
"LOONGSANG,"
Captain Weigall, will be despatched as above TO-MORROW, the 7th inst., at 5 p.m.
This steamer has superior accommodation for First Class Passengers; is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to JARDINE, MATHESON & CO. General Managers.
Hongkong, 3rd August, 1900. [2132]
OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"CALCHAS,"
Captain Bartlett, will be despatched as above TO-MORROW, the 7th August.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th June, 1900. [1863]
IMPERIAL GERMAN MAIL LINE.
STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD,
Captain H. Supner, due here with the outward German Mail about 7th August, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 4th August, 1900. [8]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI and SHANGHAI	—	—	—
JAPAN	A. F. Street	About 10th August	Freight or Passage.
MARSEILLES AND BANCA	—	—	—
LONDON	G. W. Babot	About 14th August	Freight.
SEANGHAI	PARRAMATTA	About 17th August	Freight or Passage.
LONDON & C.	MALTA	Noon, 18th August	See Special Advertisement.
YOKOHAMA VIA NA	ROSETTA	About 18th August	(Passing through the Island Sea). Freight or Passage.
YOKOHAMA & KOBE	G. U. Talbot, R.N.R.	August	Freight or Passage.
LONDON	JAVA	About 6th September	Freight or Passage.
	G. W. Gordon, R.N.R.	September	Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 2nd August, 1900. [1]

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900
"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 29th Sept., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 19th July, 1900. [9]

## HAMBURG-AMERIKA LINIE (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BARRIO PORTS, NORTH and SOUTH AMERICAN PORTS.)

## NORDDEUTSCHER LLOYD (FREIGHT SERVICE).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
* SILESIA	HAYRE & HAMBURG	On 9th inst. Freight and Passage.
Capt. Behrens	(London with transshipment in Hamburg)	Aug. 12th inst. Freight.
MARBURG	HAYRE & HAMBURG	About 12th inst. Freight.
Capt. v. Binzer	(London with transshipment in Hamburg)	Aug. 20th inst. Freight and Passage.
* SIBIRIA	HAYRE & HAMBURG	About 20th inst. Freight and Passage.
Capt. Braun	(London with transshipment in Hamburg)	Sept. 1st inst. Freight.
SAXONIA	HAYRE & HAMBURG	About 30th inst. Freight.
Capt. Jager	(London with transshipment in Hamburg)	Sept. 1st inst. Freight.
SERBIA	HAYRE & HAMBURG	About 12th inst. Freight.
Capt. Sachs	(London with transshipment in Hamburg)	October 1st inst. Freight.

\* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHT-DAMPFER DIENST. Hongkong, 26th July, 1900. [13]

## VESSELS ON THE BERTH

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU	KOBE and YOKOHAMA	TUESDAY, 7th Aug., at 4 p.m.
J. S. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug., at DAYLIGHT.
WAKASA MARU	J. B. Macmillan	FRIDAY, 10th Aug., at DAYLIGHT.
HIROSHIMA MARU	S. Yoshizawa	TUESDAY, 14th Aug., at DAYLIGHT.
KANAGAWA MARU	J. MacKenzie	FRIDAY, 24th Aug., at DAYLIGHT.
KASUGA MARU	E. Wilson Haswell	FRIDAY, 24th Aug., at 4 p.m.
FUTAMI MARU	J. Thom	SATURDAY, 25th Aug., at NOON.
* RIJOUN MARU	J. W. Ekstrand	MONDAY, 27th Aug., at 4 p.m.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 6th August, 1900. [12]

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	THURSDAY	SAILING DATES.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
KONIG ALBERT	WEDNESDAY	28th November.
PRINZ HEINRICH	WEDNESDAY	12th December.
	WEDNESDAY	26th December.

ON THURSDAY, the 9th day of August, 1900, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain O. Cuppers, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 7th August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 8th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 8th August. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 28th July, 1900. [8]

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM



## VESSELS ON THE BERTH

## -OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7 at NOON.

CORPUS (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

GABRIEL (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 7th August, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and name will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM.

Acting Agent.

Hongkong, 14th July, 1900. [4]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU" Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 25th July, 1900. 1443

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR FOCHOW.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched on WEDNESDAY, the 8th inst., at DAYLIGHT. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 3rd August, 1900. [2135]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's New Steamship

"DIAMANTE" Captain A. Ramay, will be despatched as above on WEDNESDAY, 8th August, at 5 P.M. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light. A doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 2nd August, 1900. 2131

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

## (ROB. M. SLOMAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA" Capt. Petersen, will be despatched for the above port on WEDNESDAY, the 8th inst. For Freight, apply to CARLOWITZ & CO., Agents. Hongkong, 1st August, 1900. [1617]

## OCEAN STEAMSHIP COMPANY.

## FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.)

THE Company's Steamship

"SARPELON" Captain Grier, will be despatched as above on FRIDAY, the 10th August. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th July, 1900. [1893]

## VESSELS ON THE BERTH

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

"CARLISLE CITY" On 9th Aug. "BELGIAN KING" 3,379 Tons, About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO, VIA SHANGHAI, MOJI, KOBE, YOKOHAMA and HONOLULU, on THURSDAY, the 9th August. Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan, Hongkong, 6th August, 1900. [14]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN" Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 5th July, 1900. 1912

## TOYO KAIEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at NOON.

THE Twin Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 16th August, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 23rd June, 1900. [5]

## VESSELS ON THE BERTH

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMUJI MARU" Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 12th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 6th August, 1900. [15]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 13th August, 1900, at 1 P.M. the Company's Steamship "ANNAM" Captain Poydenot, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Australien*, which vessel takes on her Passengers and Mails, leaving that port on the 25th August direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 12th August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 31st July, 1900. [2]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TAIYUAN" Captain Nelson, will be despatched as above on WEDNESDAY, the 15th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th July, 1900. [2101]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MALTA" Captain F. J. Cole, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 18th August, 1900, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent. Hongkong, 6th August, 1900. [1]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"TSINAN" Captain Anderson, will be despatched as above on MONDAY, the 20th August.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th July, 1900. [2102]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TSINAN" Captain Anderson, will be despatched on MONDAY, the 20th August, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th July, 1900. [2103]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHUPEUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th July, 1900. [1893]

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR" Commander G. D. BOWLES, R.N.R., 4,425 Tons Gross Register. Will be despatched at Daylight on Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., VIA AMOY, FOCHOW, SHANGHAI, MOJI, KOBE and YOKOHAMA.

The Vessel has excellent accommodation for 1st and 2nd Saloon Passengers. Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent. Hongkong, 21st July, 1900. 1911

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 26th July, 1900. [2078]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA" Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd July, 1900. 2048

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 13, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th August, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong, 6th August, 1900. [3]

## VESSELS ON THE BERTH

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 20th August, and will be followed by the Steamship "MARIA DE LARRINAGA" For Freight, apply to DODWELL & CO., LD., Agents. Hongkong, 4th August, 1900. [2054]

## VESSELS ON THE BERTH

## FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI" Captain W. E. Craven, will be despatched as above on or about the 24th August.

For Freight, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 20th July, 1900. [2026]

## VESSELS ON THE BERTH

## FOR LONDON (VIA SUEZ CANAL).

THE Company's Steamship

"PROMETHEUS" Captain Day, will be despatched as above on TUESDAY, the 4th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 27th July, 1900. 2089

## VESSELS ON THE BERTH

## REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFEN, FINSCHAFEN, HERBES-HOF, TOWNVILLE, ROCKHAMPTON, BRISBANE AND SYDNEY.

ON WEDNESDAY, the 5th September, 1900, at Noon, the Steamship "MUNCHEN" (4,530 Reg. Tonnage), Captain Krebs, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents. Hongkong, 19th July, 1900. [2018]

## NOTICES TO CONSIGNEES.



## POST OFFICE NOTICES.

The Post Office will be closed to-day, the 6th August, except from 8 to 9 a.m. Letters for Hongkong, Peking and Kowloon may be posted up to 9 a.m. The night box will be kept open. The Money Order Office will be entirely closed. The Nippon Maru, with the American mail of the 10th July, left Yokohama on Monday, the 20th inst., at daylight, and may be expected here to-morrow. The Prinz Heinrich, with the German mail of the 9th July, left Singapore on Friday, the 3rd inst., at 7 a.m., and may be expected here to-morrow.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Hongkong	Footscray	Monday, 6th, 9.00 A.M.
Macao	Heungshan	Monday, 6th, 9.00 A.M.
Canton	Fatshan	Monday, 6th, 9.00 A.M.
Moji, Kobe, Yokohama, Honolulu and San Francisco	Carlisle City	Monday, 6th, 9.00 A.M.
Samsui and Wuchow	Victoria	Monday, 6th, 9.00 A.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Doric	Tuesday, 7th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Swatow, Amoy and Taiwanfoo	Thales	Tuesday, 7th, 10.00 A.M.
Manila	Loongnam	Tuesday, 7th, 4.00 P.M.
Foochow	Changsha	Tuesday, 7th, 5.00 P.M.
Moji, Kobe, Yokohama, and Portland (Or.)	Monmouthshire	Wednesday, 8th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of China	Wednesday, 8th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Swatow, Amoy and Foochow	Haitan	Wednesday, 8th, 3.00 P.M.
Yokohama and Kobe	Shantung	Wednesday, 8th, 3.00 P.M.
Manila	Diamond	Wednesday, 8th, 4.00 P.M.
Shanghai, Kobe, Yokohama, San Diego and San Francisco	Carlisle City	Thursday, 9th, 9.00 A.M.
EUROPE, &c., India via Tuticorin	Konig Albert	Thursday, 9th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Samsui and Wuchow	Wuchow	Friday, 10th, 4.00 P.M.
EUROPE, &c., India via Tuticorin	Annam	Friday, 10th, 4.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Samsui and Wuchow	Samsui	Monday, 13th, 4.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Changsha	Wednesday, 15th, 3.00 P.M.
EUROPE, &c., India via Tuticorin	Malta	Saturday, 18th, 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

## TO-MORROW.

Meeting of Shareholders of the Hongkong, Canton and Macao Steamboat Co., 18, Bank Buildings, noon.

## COMMERCIAL.

## CLOSING QUOTATIONS.

SATURDAY, 4th August.

## EXCHANGE.

ON LONDON.—	Telegraphic Transfer	2/01
	Bank Bills on demand	2/01
	Bank Bills, at 30 days' sight	2/01
	Bank Bills, at 4 months' sight	2/01
	Credits, at 4 months' sight	2/01
	Documentary Bills, 4 months' sight	2/00 1/2
ON PARIS.—	Bank Bills, on demand	2.53 1/2
	Credits, 4 months' sight	2.58
ON GERMANY.—	On demand	2.06 1/2
ON NEW YORK.—	Bank Bills, on demand	40
	Credits, 90 days' sight	50
ON BOMBAY.—	Telegraphic Transfer	151 1/2
	Bank, on demand	151 1/2
ON CALCUTTA.—	Telegraphic Transfer	151 1/2
	Bank, on demand	151 1/2
ON SHANGHAI.—	Bank, at sight	71 1/2
	Private, 30 days' sight	72 1/2
ON YOKOHAMA.—	On demand	1 1/2 p.c. pm.
ON MANILA.—	On demand	2 1/2 p.c. pm.
ON SINGAPORE.—	On demand	3 p.c. pm.
ON BATAVIA.—	On demand	121
ON HAIPHONG.—	On demand	3 1/2 p.c. pm.
ON SAIGON.—	On demand	3 p.c. pm.
ON BANGKOK.—	On demand	60
SOVEREIGNS, Bank's Buying Rate		9.83
GOLD LEAF, 100 fine, per tael		52.50
B&S SILVER, per oz.		27 1/2

## OPIUM.

Quotations are—	Allow as net to 1 catty.
Malwa New	8880 to 8890 per picul.
Malwa Old	8900 to 8910
Malwa Older	8930 to 8940
P.P. per wrapped	8870 to —
Persian fine quality	8950 to —
Persian extra fine	8930 to — per chest.
Batna New	81020 to —
Batna Old	8930 to —
Benares New	8930 to —
Benares Old	8 —

## VESSELS EXPECTED.

## THE GERMAN MAIL.

The N. D. L. steamer *Prinz Heinrich*, carrying the German Mails with dates from Berlin of the 9th July, left Singapore on Friday, the 3rd inst., and may be expected here on or about Tuesday night, the 7th inst.

The N. D. L. steamer *Konig Albert* left Kobe via Nagasaki and Shanghai on Sunday, the 29th inst., and may be expected here on or about Wednesday, the 8th August.

## THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 10th ult., left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.

The C. P. R. steamer *Empress of India* left Vancouver for Hongkong via usual ports of call on Monday, the 30th July.

The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th ult.

The P. & O. Company's hired transport *Nankin* left Bombay on Sunday afternoon, the 22nd ult., for this port.

The N. P. steamer *Braemar* sailed from Portland, Oregon, on the 24th ult. for Japan and Hongkong.

The E. & A. steamer *Africa*, from Sydney, left Port Darwin for Timor, Manila and Hongkong on the 26th ult.

The steamer *Bermuda* left Singapore for this port on the 31st ult., and is expected here on the 5th inst.

The Siam Liner *Albana* left Shanghai on the 31st ult. via Foochow and Amoy, and is expected here on the 7th inst.

The H. A. L. steamer *Silecia* left Moji on the 1st inst. via Shanghai and Foochow, and is expected here on the 9th inst.

The N. Y. K. steamer *Kawachi Maru* (European Line) left Singapore for this port on the 2nd inst., and is expected to arrive here on the 6th inst.

The N. Y. K. steamer *Wakana Maru* (Europe Line) left Kobe via Moji for this port on the 1st inst., and is expected to arrive here on the 8th inst.

The P. & O. steamer *Shanghai* left Singapore for this port on the 3rd inst., at 3 p.m.

PASSED THE CANAL.—2nd June.—*Bombay*, 9th June.—*Erzerow*, 13th June.—*Arab*, 13th June.—*Cornet*, 29th June.—*Nurabad*, 30th June.—*Brady*, 3rd July.—*China*, 3rd July.—*Meuz*, 3rd July.—*Lorring*, 6th July.—*Anapa*, 6th July.—*Emma*, 10th July.—*Garmarthen*, 10th July.—*Benavere*, 13th July.—*Berginius*, 13th July.—*Odesa*, 13th July.—*Kawachi Maru*, 13th July.—*Yarra*, 20th July.—*Linn*, 20th July.—*Adria*, 20th July.—*Moqui*, 20th July.—*Saxonia*, 20th July.—*Benarig*, 20th July.—*Yaroslavl*, 20th July.—*Macan*, 20th July.—*Bingo Maru*, 20th July.—*Lady Joyce*, 20th July.—*Lydia*, 20th July.—*Freussen*, 20th July.—*Salas*, 20th July.—*Ching Wo*, 20th July.—*Katoan*, 20th July.—*Salas*, 20th July.—*Marquis*, 20th July.—*Quelton*, 20th July.—*Silica*, 20th July.—*Diomed*, 20th July.—*Oldenburg*, 20th July.—*Socotra*, 31st July.—*Antenor*, 31st July.—*Luba Maru*, 31st August.—*Alcorno*.

PASSENGERS.

Per *Aylia*, from Shanghai, Mr. Cattarinich, Mr. Kwong, from Shanghai, Mr. Everett, Mr. Loong, from Manila, Mrs. Jessie Hart and infant, Mrs. Fannie Green, Mrs. Amelia Roff and Mr. W. Alveno.

Per *Eastern*, from Kobe, Mr. R. Gordon Smith and Mrs. Wright and child.

Per *Thales*, from Swatow, Rev. and Mrs. Speaker and two children. Rev. and Mrs. Foster and three children and Mr. Sutherland.

Per *Rohila*, from Hongkong, for Nagasaki, Mr. and Mrs. J. Greenberg, Mr. and Mrs. Cohn, Mr. and Mrs. Koplitz, Messrs. Gliss, Yamamoto and U. Takano; for Kobe, Mr. Ip Lam, Mrs. Ip Mo, Mrs. Wang, Mrs. Ho and Master Ip Ping Wan; for Yokohama, Mr. and Mrs. D. Hatake, Major Duce Samy, Mr. A. R. Leake and Miss Fletcher.

Per *Coronand*, from Hongkong, for Singapore, Messrs. Charles Hise, D. Beatty and G. G. Wilson; for Colombo, Mr. T. C. Stafford; for Brindisi, Mr. A. F. Brown; for London, Capt. Cormack, Lieut. R. H. Coppinger, R.N., Mr. W. Howse, R.N., Mr. Herbert Prouse, Q.M.S., Mr. Connelly and Mrs. Pope and family; from Shanghai, for Melbourne, Miss Unglhart; for London, Mr. E. H. Hartley, Mrs. Cousins and family, Lieut. H. Bonerville, Mrs. Dickinson, Miss Michie, Mrs. North and family, Miss Parker and Messrs. O. and R. Williams; from Yokohama, for London, Mr. J. C. Haines.

## JOINT STOCK SHARES.

HONGKONG, 4th August.

STOCKS.	NO. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
<b>BANKS.</b>				
Hongkong and Shanghai Banking Corporation	80,000	\$125	30/- div. & 10/- bonus at 1/11/10 = \$23.531 for 2nd half year 1900	302 p. ct. pr. = \$502
Bank of China & Japan, Ltd.	100,000	\$25	None	21, 25, 50
Do. Deferred	100,000	\$25	None	21, 25, 50
National Bank of China, Ltd.	100,000	\$25	2 1/2 for 1899	27, buyers
Do. Founders' Shares	100,000	\$25	2 1/2 for 1899	27, buyers
<b>MARINE INSURANCES.</b>				
Union Ins. Society, Ltd.	10,000	\$250	30 p. ct. = \$18 for 1899	\$202, sellers
China Traders Ins. Co., Ltd.	24,000	\$250	16 p. ct. for 1899 and 30/- for 1900	\$58, sellers
North China Ins. Co., Ltd.	5,000	\$250	5 p. ct. final = 10 p. ct. in all for 1899	\$105, sellers
Yangtze Ins. Assoc., Ltd.	8,000	\$100	30 p. ct. p. ct. for 1899	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$11 for 1899	\$122, sellers
Straits Insurance Co., Ltd.	30,000	\$100	5 p. cent. for 1899	\$1
<b>FIRE INSURANCES.</b>				
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$27 for 1899	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$8 for 1899	\$74, sellers
<b>SHIPPING.</b>				
Hongkong, Canton and Macao S. S. Co., Ltd.	80,000	\$15	\$120 for half year ended 31/12/99	\$301, buyers
Indo-China S. S. Co., Ltd.	60,000	\$10	\$120 for half year ended 31/12/99	\$70
China & Manila S. S. Co., Ltd.	6,000	\$50	20 p. cent. for 1899	\$85, old sellers
Douglas Steamship Co., Ltd.	20,000	\$50	12 p. cent. for year ending 30/9/99	\$40, buyers
China Mutual S. S. Co., Ltd.	20,000	\$10	Final of 3 p. ct. = 10 p. ct. for 1899 on profits	\$21, buyers
Do. Ordinary	20,000	\$10	10 p. ct. & bonus of 25 p. ct. on account 1899	\$10, buyers
Star Ferry Co., Limited	10,000	\$10	\$1.05 = 12 p. ct. for 1899	\$18, sales and sellers
Shell Transport & Trading Co., Limited	18,000	\$100	Int. of 5 p. cent. on account of 1900	\$200, sellers
<b>REFINERIES.</b>				
China Sugar Refining Company, Limited	20,000	\$100	Final of \$5 = \$7 for 1899 taken out of Equalized Fund	\$115, buyers
Luzon Sugar Ref. Co., Ltd.	7,000	\$100	\$3 for 1899	\$30
<b>MINING.</b>				
Panjin Mining Co., Ltd.	60,000	\$8	None	\$41
Do. Preference	30,000	\$1	None	\$1
Societe Fran. des Charbonnages du Tonkin	16,000	\$250	None	\$250, sellers
Queens Mines, Limited	400,000	25 cts.	5 p. ct. half year end 31/12/99 (coupon 10)	15 cents, sellers
Johnson Mining and Trading Company, Ltd.	45,000	\$5	1st 1/2 51 cts. 10th div. on 7/7/99	\$84, sellers
Raub Australian Gold Mining Co., Limited	200,000	\$1	16/10	\$8, sellers
Oliver's Freehold Mines, Limited	A 15,000	\$5	None	\$24, sales
B 45,000	\$5	\$4	None	\$24, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	None	15 cents, sales & sellers
Do. Preference	70,000	\$1	First year	40 cents
<b>DOCKS, WHARVES, &amp;c.</b>				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	512 p. ct. pr. = \$765, sellers
Hongkong and Whampoa Dock Co., Limited	20,000	\$50	\$50	\$80, buyers, old
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	\$57, buyers
New Amoy Dock Co., Ltd.	6,000	\$62	\$62	\$21, sellers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	Int. \$3 on account 1900
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$11 for 1899
West Point Building Company, Limited	12,500	\$50	\$50	Int. \$1.50 on acct. 1900
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31/12/99
Humphreys Est. & Fin. Co.	55,000	\$10	\$10	5 p. cent. for 1899
<b>COTTON MILLS.</b>				
Evo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$100	\$100	3 p. ct. for period ending 31/10/99
International Cotton Spinning & Weaving Co., Ltd.	10,000	\$100	\$100	3 p. ct. on account 1899
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	\$100	\$100	4 p. ct. on account 1899
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$100	\$100	4 p. ct. for period ending 31/12/99
Yahloong Cotton Spinning Co., Ltd.	7,500	\$100	\$100	None
Wong & Dye Co., Ltd.	12,000	\$100	\$100	None
<b>MISCELLANEOUS.</b>				
Green Island Cement Co., Ltd.	50,000	\$10	\$10	10 p. ct. for 1899 on acct. 1900
China Portland Cement Co., Ltd.	7,500	\$20	\$20	None
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Int. 11 p. ct. for 1899
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	70 cents per share
Hongkong and China Gas Company, Limited	7,000	\$20	\$20	9 p. ct. for 1899
Hongkong Ropes & Cable Co., Ltd.	10,000	\$50	\$50	\$10 for 1899
Geo. Pawley & Co., Ltd.	6,000	\$25	\$25	15 p. cent. for 1899
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Int. \$2 p. a. on acct. 1000
Yanvay Co., Ltd.	1,250	\$100	\$100	\$12 for year ended 30/11/99
Dairy Farm Co., Ltd.	10,000	\$7 1/2	\$7 1/2	6 p. ct. for 1899 and 31/7/99
Carnichael & Co., Ltd.	2,000	\$25	\$25	\$20 for 1899
Hk. & China Bakery Co., Ltd.	600	\$50	\$50	15 p. cent. for 1899
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	12 p. cent. for 1899
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	\$1	75 cts. per share for 1899
United Asbestos Oriental Agency, Limited	100,000	\$10	\$10	\$20 year ended 31/12/99
Tobacco Planting Co., Ltd.	10,000	\$5	\$5	None
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	\$20	80 cents for period ending 31/12/99
Watkins, Limited	1,000	\$10	\$10	8 p. cent. for 1899
Universal Trading Co.	50,000	\$20	\$20	None

## PEERLESS SCOTS WHISKIES.

HAIG &amp; HAIG, LD., DISTILLERS SINCE 1679.

3 Star Special—The finest of all "Peg" WHISKIES at \$13.00  
5 Star J.A. Quaker—Exquisite, best in the World for Club or Private use at \$19.00  
Stop drinking rum, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavoured.  
Once tried, preferred to all others. Sole Agents for Hongkong.

F. BLACKHEAD &amp; Co.

1615

PURE—NOURISHING.

**ESBENSEN'S BUTTER**

In TINS with PATENT OPENERS.

**ESBENSEN'S PURE BUTTER**

To be obtained at all Stores.

DO NOT BE PUT OFF WITH ANY OTHER.

**DINNEFORD'S**

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

**DINNEFORD'S MAGNESIA**

Sold throughout the World.

N.B.—ASK FOR DINNEFORD'S MAGNESIA.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 3rd AUGUST, P.M.

REGISTER, 3d AUGUST, P.M.						
STATION.	Hour.	Barometer, sea level	Thermom- eter.	Humidity	Wind- direction.	Wind- force.
Vladivostok	2 p.	29.83	69		SW	2
Tokyo	"	29.82			SW	2
Kobe	"	29.83			S	3
Nagasaki	"	29.79			SW	2
Kagoshima	"	29.83			SE	2
Yokohama	1 p.	29.78			SW	2
Manila	"	29.81	69		N	3
Shanghai	"	29.70			SE	5
Swatow	"	29.81			SW	2
Canton	"	29.81			N	2
Hongkong	3 p.	29.73	65	68	SE	2
Amoy	"	29.71	66	80	E	2
Shanghai	"	29.74	80	63	SE	2
Swatow	"	29.73	80	62	SE	2
Canton	"	29.73	80	62	NE	2
Hongkong	4 p.	29.71	80	62	N	2
Amoy	"	29.72			S	3
Shanghai	"	29.71	90		SW	2
Swatow	1 p.	29.72			S	3
Canton	4 p.	29.73	90	63	SW	2
Hongkong	3 p.	29.73			SW	2
Amoy	"	29.73			SW	2
Shanghai	"	29.73	87		N	2
Swatow	"	29.74	88		SW	2
C. S. James	"	29.74	87		SW	2
4th AUGUST, A.M.						
Vladivostok	7 a.	29.80	69	66		—
Tokyo	10 a.	29.81				—
Kobe	"	29.80				—
Nagasaki	"	29.80				—
Kagoshima	"	29.85				—
Yokohama	6 a.	29.82				—
Manila	"	29.82			E	2
Shanghai	"	29.82			E	2
Swatow	"	29.84			E	2
Canton	"	29.82			E	2
Hongkong	9 a.	29.79	83	83	SE	2
Amoy	"	29.81	83	84	SE	2
Shanghai	"	29.80	86	70	SE	2
Swatow	"	29.85	85		—	—
Canton	10 a.	29.82	86	72	—	—
Hongkong	"	29.82			SW	2
Amoy	"	29.81	89		SW	2
Shanghai	7 a.	29.82			SW	2
Swatow	10 a.	29.80	86	78	SW	2
Canton	0 a.	29.80			SW	2
Hongkong	"	29.81	83		S	2
Amoy	"	29.85	83		SW	2
C. S. James	7 a.	29.85	83		SW	2